

**MINUTES**  
**MICHIGAN STATE TRANSPORTATION COMMISSION MEETING**  
**November 18, 2004**  
**Grand Rapids, Michigan**

Meeting noticed in accordance with Open Meetings Act, Public Act 267 of 1976.

Present:                Ted Wahby, Chairman  
                             John Garside, Commissioner  
                             Robert Bender, Commissioner  
                             Vincent J. Brennan, Commissioner

Also Present:        Gloria J. Jeff, Director  
                             Kirk Steudle, Chief Deputy Director  
                             Larry Tibbits, Chief Operations Officer  
                             Frank E. Kelley, Commission Advisor  
                             Marneta Griffin, Executive Assistant  
                             Frank Morway, Chief Examiner, Commission Auditor's Office  
                             John Friend, Bureau Director, Highway Delivery  
                             Rob Abent, Bureau Director, Multi-Modal Transportation  
                             Myron Frierson, Bureau Director, Finance and Administration  
                             Ron DeCook, Director, Office of Governmental Affairs  
                             John Polasek, Bureau Director, Highway Development  
                             Susan Mortel, Bureau Director, Transportation Planning  
                             Thomas Wieczorek, Chairman, Transportation Asset Management Council

Excused:             Betty Jean Awrey, Vice Chairwoman  
                             Linda Miller Atkinson, Commissioner  
                             Patrick Isom, Assistant Attorney General  
                             Jerry Jones, Commission Auditor

A list of those people who attended the meeting is attached to the official minutes.

Chairman Wahby called the meeting to order at 9:00 a.m. in the Kent County Road Commission Chamber in Grand Rapids, Michigan.

Chairman Wahby welcomed and thanked the staff and representatives from the Grand Region for their hospitality during the M-6 Grand Opening and the reception that followed.

Roger Safford, Grand Region Engineer, welcomed the Commission members to west Michigan, and thanked Jon Rice and the Kent County Road Commission for hosting this meeting.

**I.        COMMISSION BUSINESS**

Commission Minutes

Chairman entertained a motion for approval of the minutes of the State Transportation Commission meeting of October 28, 2004.

Moved by Commissioner Bender, with support from Commissioner Brennan, to approve the minutes of the Commission meeting of October 28, 2004. MOTION CARRIED.

Chairman entertained a motion for approval of the minutes of the State Transportation Commission workshop of October 28, 2004.

Moved by Commissioner Bender, with support from Commissioner Brennan, to approve the minutes of the Commission workshop of October 28, 2004. MOTION CARRIED.

II. **DIRECTOR'S REPORT – DIRECTOR GLORIA J. JEFF**

Director Jeff's PowerPoint presentation was shared with Chief Deputy Director, Kirk Steudle, and focused on the following areas:

**Road and Bridge Warranty:**

Mr. Steudle began with a brief history. MDOT began the first CPM (Capitol Preventive Maintenance) project in 1996. From 1997–2002 this was expanded to include CPM (473 total), R&R (Rehab & Rehabilitation; 113 total) and Bridge projects. From 2003 to 2004 we added 99 CPM and 35 R&R project warranties (2003), and 113 CPM and 47 R&R project warranties (2004). There are 4 demo projects that we are utilizing for Performance Warranties on major R&R work—those being US-23, US-24, I-94 and M-6. Nearly 100% of all pavement projects let have a warranty--20 are in today's commission approval.

From the national perspective, there are 10 states engaged in warranty development. New Mexico has one 20 year long term maintenance warranty, Wisconsin has 8-10 carefully selected performance warranties, and Florida uses Guarantees instead of Bonding—contractors guarantee that they will come back and fix whatever is wrong in lieu of that state holding a bond over their pre-qualifications. These projects have a three year Materials and Workmanship guarantee.

In 2003 we began the process to develop the overall umbrella policy for “Why Warranties” and define “meaningful”. A meaningful warranty is a warranty that holds contractors accountable for the aspects that they have control over. It allows for risk to be quantified and allocated to appropriate parties. A meaningful warranty program allows and promotes innovation, holds contractors accountable for their work, guards against “lemons”, provides a variety of warranty types for different repairs, and is driven by data.

A Strategic Forum on Quality and Warranties was held on June 25, 2004 with seventy participants that included government (Federal, State, County and City), eight different associations, and national experts (Research, Bonding and Warranty). The focus was on four major areas: design, contracting, construction, and warranties. Three task groups looked at: Design Quality (constructability reviews, consistency and training), Contracting and Construction (pre-bid process enhancements), and Warranties (pass through bonding and guarantees, mix of warranty use to all roads, Superior Performing Pavement Incentive Warranty. Pilots will be conducted in 2005).

Mr. Steudle asked for questions.

Chairman Wahby suggested that the Commission have a workshop in the near future related to Warranties.

Director Jeff concurred in that a workshop would be held as soon as they had more information to relay.

**Legislative Update:**

Director Jeff reported on the meeting between Rob Abent, Bureau Director of Multi-Modal Transportation, and Representative Jerry Kooiman (R-Grand Rapids) regarding the formation of a **Public Transit Caucus**. Its purpose was to coordinate transit policy and legislation between the House and Senate, and educate legislators on the role and importance of local transit agencies. Representative Kooiman agreed to lead the caucus and work with the department to develop issue papers and information. These will be shared with the caucus and distributed by them to their colleagues. The Office of Governmental Affairs will be contacting legislators, especially those newly elected, to gauge their interest in participating in the caucus. Multi-Modal and Governmental Affairs will provide support and facilitate meetings and information. The caucus will meet in late January or early February 2005.

The **Amtrak Caucus** lost a key leader in Representative Lauren Hager (R-Port Huron) due to term limits. The Government Affairs office has talked with several returning legislators to gauge their thoughts and ideas for new leadership. In addition, recently elected legislators will be contacted to gauge their interest. Amtrak has offered to present a primer on how Michigan's rail funds are used to cover costs associated with the Pierre Marquette and Blue Water lines. In addition, they will explain the fare structure and how those funds are used. The caucus meeting will also be meeting in late January or early February of 2005.

**HB 4358** - allows truck-trailer combinations of up to 65 foot in length for construction work; defines misload as less than 4,000 pounds per axle; sets misload fine at \$200. The longer truck-trailer combinations only apply to trucks hauling for road and sewer work or major building construction projects. The definition of misload is new and eliminates the court's discretion in imposing an overweight fine if the vehicle is within the gross weight limits, but has one or more axles that are overweight. Overweight fines still take effect if the gross vehicle weight exceeds the vehicles weight limits. **This bill had no impact on the State Trunkline**. However, large urban county road commissions and many cities only allow 65 foot trucks on designated routes by permit. Most of the rural county road commissions allow the longer trucks on their system without permit. Nationally, 65 foot trucks are the norm. The final language in the bill as passed was agreed to by CRAM, MML, MRBA and AUC.) **This bill has passed both chambers and been presented to the Governor for her signature.**

**SB 1081** - focuses on the ridesharing function. It eliminates current language that requires MDOT to provide technical assistance to local transportation and planning agencies. It prohibits MDOT from contracting with public organizations to perform

ridesharing matching programs unless a private organization was not available. It strikes the current requirement that the Legislature annually appropriate sufficient funds to administer the State rideshare program. Several public transit agencies in Michigan operate rideshare programs. This will require them to either eliminate their programs or use local funds to maintain their rideshare program. The changes to current law are part of the 2004/2005 budget agreement. The agreement was to cut rideshare funding for the 04/05 Fiscal Year only. This legislation makes the cut permanent, violating the agreement. However, the Senate would only support the bill as reported out of committee. The bill passed on a straight party line vote 16 to 22. The House is expected to amend the bill to reflect the budget agreement that would eliminate funding for one fiscal year.) **This bill is currently in the House and has been referred to the House Transportation Committee.**

Director Jeff asked for questions.

Commissioner Garside asked if there was an update on the Diesel Tax.

Director Jeff responded that the diesel tax is not moving forward. The Governor did not include it as part of the budget proposal for this year because of the poor response that she has received from the Legislature leaders on this issue.

Commissioner Bender commented on aviation, relative to the legislative process with respect to Public Transit. The aviation field has been way out in front on this issue by establishing an Aviation Caucus within the Legislature. It needs to be clear that that is a bi-partisan caucus and the leadership has to come from the legislative body. If it has created the impression that it's the departments' caucus, it is not going to work. We have been up and down with the Aviation Caucus and the times that those have been most successful are when we've had, for example, a Republican member in the House and a Democratic member in the Senate.

Director Jeff thanked Commissioner Bender for his comments and stated that it is intended that this is the Legislative Caucus and not the departments'. It provides us with an additional tool with which to work.

No other questions were forthcoming.

### III. **OVERSIGHT**

#### Commission/State Administrative Board Contracts/Agreements (Exhibit A) – Myron Frierson

Exhibit A lists fourteen agreements for the Commissions' approval. Mr. Frierson asked if any member of the Commission had questions on the contracts before them.

None were forthcoming.

Mr. Frierson asked for approval of Exhibit A.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brennan, supported by Commissioner Garside to approve Exhibit A. Motion carried on a unanimous voice vote.

Bid Letting Pre-Approvals (Exhibit A-1) – Myron Frierson

Mr. Frierson gave a brief re-cap of the state projects in the November bid letting activities. There were thirty-four state projects; the engineers' estimate was \$39.7 million. The low bid was \$39.2 million—we were very close in terms of our estimating for those jobs. This year we have let \$78 million in state projects. As previously mentioned, in our December letting we have twenty projects with warranties; thirty-five state projects valued at \$65 million. Overall we will have forty-seven projects valued at \$79.7 million.

Mr. Frierson asked for questions; none were forthcoming.

Mr. Frierson asked for pre-approval of the bid items for the December letting in Exhibit A-1.

Chairman Wahby entertained a motion. Motion was made by Commissioner Bender and supported by Commissioner Brennan to approve the December bid letting. Motion carried on a unanimous voice vote.

Letting Exceptions Agenda (Exhibit A-2) – John Polasek

Mr. Polasek reported on four items. One bid letting, Item #0411014, Project 82457-81215; Wayne County, is withdrawn. Due to the closeness of the letting with this month's Commission meeting, the department was unable to get information for justification on that overage. We will have this item on the agenda for the December 9<sup>th</sup> meeting. Two of the other projects are big projects; one is a single bidder and was within the 1.5%; the other state project has a justification memo with it along with the one local project that also has a justification memo.

Mr. Polasek asked for questions; none were forthcoming.

Mr. Polasek asked the Commission for approval of Exhibit A-2.

Chairman Wahby entertained a motion. Motion was made by Commissioner Garside and supported by Commissioner Bender to approve Exhibit A-2. Motion carried on a unanimous voice vote.

Information Items (Exhibit A-3) – Myron Frierson

Mr. Frierson reported that these three exhibit items are for information only. All of the items had a single bidder. We felt they were valid bids so we accepted them. It is the departments' practice to bring this to the attention of the Commission. There is no action required.

Chairman Wahby asked for questions; none were forthcoming.

Contract Adjustments (Exhibit B) – John Friend

Mr. Friend reported on nine projects. Item #2004-89 and 2004-90 had internal questions raised by the Attorney General and Commission Audit offices about how the project overages were negotiated between MDOT and the contractor. There are two primary ways we do this: we either approach the contractor and agree on a unit price, or, if we cannot agree, we keep force account material records. The write-ups were a little unclear as to which method was utilized by the department for those two items. Mr. Friend indicated that he has gone back and completed an internal investigation, talked with the project staff, and is convinced that the department acted appropriately in terms of how they negotiated the extra work with the contractor, although he does agree that the write-ups could have been clearer.

Mr. Friend asked for questions; none were forthcoming.

Mr. Friend asked the Commission for approval of Exhibit B.

Chairman Wahby entertained a motion for the approval of Exhibit B. Motion was made by Commissioner Bender and supported by Commissioner Garside to approve Exhibit B. The motion carried on a unanimous voice vote.

Chairman Wahby asked Director Jeff to introduce her staff for the benefit of those in the Grand Region that may not know them.

Director Jeff introduced the staff members of Team MDOT that were present.

IV. **PRESENTATIONS**

Asset Management Council Appointments/Re-Appointment – Frank E. Kelley

Mr. Kelley asked the Commission to approve the appointments of Mr. Robert Slattery (1/1/05 to 12/31/07), Mr. David Bee (1/1/05 to 12/31/07), Mr. Howard Heidemann (1/1/05 to 12/31/07), and the re-appointment of Mr. Steven Warren (1/1/05 to 12/31/07) to the Asset Management Council.

Chairman Wahby entertained a motion for approval. Motion was made by Commissioner Brennan and supported by Commissioner Garside to approve the appointments and re-appointment. The motion carried on a unanimous voice vote.

Asset Management Council Report – Thomas Wieczorek, Council Member/Ionia City Manager

Mr. Wieczorek filled in for Chairman Carmine Palombo. Mr. Wieczorek reported that 80% of the federal aid system has been surveyed and they anticipate the remaining 20% to be completed by the end of the month. The Council has approved their 2005 Meeting Schedule for 1:00 p.m. the first Wednesday of every month in the Aeronautics Building. Some of the meetings may be moved to other parts of the state to encourage input.

Their December 2004 meeting has been canceled to allow staff to put together a number of RMPs that were derived from the last workshop which was held at Higgins Lake. During this three day session, presentations were heard from seven different companies with software that hopefully will move them to the next step—taking the data that has been collected and begin making the strategy decisions that the law requires them to do. The TAMC hopes to have a proposal to be issued in either January or February 2005; this model will allow them to move forward on the work program.

TAMC staff is also preparing an RFP for an education and training program to be used by local and regional agencies to benefit Asset Management. They had a number of questions after Public Act 9 of 2004 over what constitutes an asset management process, what do they have to file, where do they have to file, how extensive does it have to be.

In conclusion, Mr. Wieczorek, reported that at their November 10<sup>th</sup> meeting the Council approved the development of an internet based reporting process where local and state road agencies would be able to directly report to the Council the work that they've done; not only in the previous year, but what they anticipate in the next three years as well.

Chairman Wahby asked if there were anyone in the audience that did not understand what the Asset Management Council does.

Everyone acknowledged their understanding.

Mr. Wieczorek asked for questions; none were forthcoming.

#### Grand Region Presentation – Roger Safford, Grand Region Engineer

Mr. Safford began with introductions of his Grand Region staff. Mr. Safford and his team gave a PowerPoint presentation which included the following:

#### **Grand Region Overview**

Mr. Dennis Kent, Region Planner, talked about the Grand Region Transportation Partners, which consist of 8 counties (1.221 million people as of the 2000 Census), 2 regional planning organizations, 3 metropolitan planning organizations, 3 rural task forces, and 7 small urban areas.

The Grand Region highway system includes 2,700 lane miles (1,032 freeway, 1,668 non-freeway), 740 bridges, 5.7 billion annual vehicle miles traveled (in 2003), 11 rest areas, 37 car pool lots, and 12 roadside parks. Programs for 2005 include 52 construction contracts (\$108 million), 103 lane miles (3.8%) of road long term fixes (R+R), 317 lane miles (11.7%) of road short term fixes (CPM), 19 (2.6%) bridge long term fixes (R+R), 8 (1.1%) bridge short term fixes (CPM/CSM), 6 intersection improvements, 54 miles of signing upgrade, and 2 Environmental Assessments (EA).

#### **Grand Region Multi-Modal Facilities Summary**

The Grand Region accommodates 38 airports (2 commercial) servicing over 2 million passengers in 2004, 5 marine ports (3 commercial), 275 miles of active railroad tracks, over 200 miles of non-motorized paths, an intercity bus route system (6 routes with 4

stations), and 18 local public transit services (2 countywide, 7 specialized, 6 small community, and 3 urban agencies).

### **Grand Region Current/Future Bridge and Pavement Conditions**

Vickie Weerstra, Associate Region Engineer, reported that the current bridge conditions for the region (non-freeway and freeway) ranged from 83-92% good, with a goal of 85-95% good by 2008. Current pavement conditions (non-freeway and freeway) ranged from 81-88% good, with a goal of 85-95% good by 2007.

### **Grand Region Transportation Service Center**

Suzette Peplinski, Grand Rapids TSC Manager, reported on some of the 2004 accomplishments which include the Grand Rapids (ITP) Surface Transportation Center (a multi-modal transportation center located in downtown Grand Rapids. It provides a platform for loading/unloading of up to 17 buses. This Surface Transportation Center is being utilized by ITP and the Intercity Bus Service. This \$23 million multi phase project was jointly funded with federal and state dollars); the Gerald R. Ford International Airport (GRFIA) (a major landscape enhancement project along the Kent County Airport's entrance road (John J. Oostema Blvd.). It was started in 2003 and scheduled to be completed by the end of 2004); M-6 (the Paul B. Henry Freeway. This is 20 miles of new freeway with 80 new/improved structures. It was completed 4 years ahead of schedule with a total cost of \$650 million. Phase I (M-37 to I-96) opened to traffic on November 27, 2001, and Phases II and III (I-196 to M-37) opened to traffic on November 17, 2004. Aesthetic treatments included decorative patterns and colored concrete on bridges, retaining walls and sound walls.)

The highlights for 2005 include the I-96/36<sup>th</sup> Street interchange. This is a new interchange that will provide new access to the GRFIA, aesthetic treatments (i.e., native prairie plantings, decorative patterns and colored concrete on bridges and retaining walls). The project in general was contracted with the Kent County Road Commission's 36<sup>th</sup> Street extension. This interchange project will be in the March, 2005 letting, with construction occurring in 2005 and 2006. This project will cost approximately \$30 million.

### **Howard City Transportation Service Center**

This portion of the presentation was given by Karl Koivisto, Manager. The 2004 accomplishments included M-50 (Lake Odessa West Village limit to Cemetery Road). One-half mile of roadway was reconstructed with 0.8 miles of HMA mill and resurfacing. A large box culvert was installed for drainage improvements, and rehab work was done on structure over Tupper Creek. Total cost of this project was \$3.1 million and was opened to traffic in mid November, 2004.

In May, 2005 construction is expected to begin on M-21 (Lincoln Avenue to M-66 in Ionia). This will involve 0.8 miles of HMA milling and resurfacing, 0.3 miles of HMA reconstruction with storm sewer, sanitary sewer and water main improvements. There will be full detour around the roadway, and will open to traffic in August, 2005. Total cost will be \$1.9 million.

### **Muskegon Transportation Service Center**

This portion of the presentation was given by Tim Judge, Manager. The accomplishments for 2004 included the Lake Express Ferry which provides service from Muskegon to Milwaukee. This service was started in June, 2004, and is capable of transporting 250 passengers and 46 cars. LEF cuts the normal drive-time to travel around Lake Michigan down to 2 hours and 40 minutes. It makes up to three round trips daily, and operates seven months out of the year—may be able to extend this depending upon the weather. Accomplishments for this year also included 0.5 miles of HMA reconstruction on M-20 (M-37 to Swain Street in White Cloud). This project included sanitary sewer and water main improvements, railroad crossings replaced, signals and gates added to improve safety. Traffic was detoured throughout the project to expedite completion (residents and businesses were updated during the construction). Total cost of the project was \$1.8 million and opened to traffic on November 11, 2004.

Highlights of 2005 will involve 2.6 miles of HMA milling and resurfacing of M-104 (US-31 to East Village limits of Spring Lake), concrete joint repairs and sealing within the US-31/M-104 interchange, and 0.6 miles of HMA overlay, including reconstruction of the Lake Street intersection. Construction is expected to begin in early September, 2005, open to traffic in late October, 2005, and cost a total of \$1.3 million.

Mr. Safford asked for questions; none were forthcoming.

### Jon Rice, Managing Director, Kent County Road Commission

Mr. Rice addressed the Commissions' attention to two projects previously mentioned. First, the **36<sup>th</sup> Street Extension** (part of the I-96/37<sup>th</sup> Street Interchange project) is a \$15 million project slated to be completed in June, 2005. This crosses the north end of the GRFIA and will provide increased truck traffic to the cargo facility of the airport. Once the interchange is completed it will also provide improved access to passenger terminals. Second is the **M-6 Project**—determining how they will provide maintenance to that facility over the coming years. In order to provide the level of service that MDOT is expecting, they needed a new facility in order to meet that requirement. The KCRC found property around the M-6 corridor that met their needs, they purchased it, and have completed construction on the \$4.5 million facility on October 27, 2004.

No questions were forthcoming.

### Jim Koslosky, Aeronautics Director, Gerald R. Ford International Airport

Mr. Koslosky gave a brief presentation on the airport which anchors the east end of the M-6 corridor at I-96. The GRFIA is a full-service airport which sits on 3,400 acres, has 3 runways, 75 primary tenants, 15 airlines (11 passenger, 4 freight/mail), as well as a golf course. It handles 140 daily passenger flights, serves 14 markets nonstop. In 2003, 1,977,000 passengers utilized their services, and 73,815,000 pounds of air freight and air mail were handled. Their national activity ranking is 86<sup>th</sup> with a 2<sup>nd</sup> place ranking in the State. Current book replacement value is \$550,000,000.

Some highlights of their master plan update include an increase in passenger terminal capacity (additional aircraft gates, expansion of ticketing area, baggage claim, and lobby

area), increase in parking capacity (construction of parking garage, expansion of existing surface lots, relocation of rental car service centers), expansion of air cargo facilities, and improvements to airfield infrastructure (apron expansion, taxiway relocation, completion of perimeter security road).

Mr. Koslosky asked for questions.

Director Jeff asked how an airport came to have a golf course on their property.

Mr. Koslosky explained that they had acquired bottom land for noise protection. This land was threatened by development (a mobile home park). They were approached by a developer who wanted to lease the land for a golf course. He gave them a business plan and subsequently a golf course became part of the acreage.

Commissioner Garside asked if it were private or public.

Mr. Koslosky answered that it was public, with GPS equipped golf carts.

Jared Rodriguez, Grand Rapids Area Chamber of Commerce/The Right Place, Inc.

Mr. Rodriguez, Director of Public Policy and Legislative Affairs for the Chamber, spoke briefly. The mission of the GRACC is to create opportunities for business success through membership, diversity, and advocacy. The mission of The Right Place, Inc. is to promote area economic growth through high-quality employment, productivity, and technology.

Mr. Rodriguez took the phrase "Think Globally, Act Globally" and changed it to state "Think Regional, Act Regional" in order to give an overview of projects the Grand Rapids business community is involved in that are important to continuing economic development. This is a collaborative summary of infrastructure projects affecting the business climate and economic growth of today and tomorrow.

Under the Chamber umbrella exists the GRACC's Transportation Issues Forum. Their mission is to provide a unified message in advocacy for improvements in the West Michigan infrastructure system through collaborative efforts. Through these collaborative efforts they have identified five key players: Governor, MDOT, county and city units of government, the business community, local communities and residents. The goals and objectives are to provide West Michigan businesses with an efficient infrastructure system conducive to moving goods and services to and from our region, funding, fix or upgrade our current infrastructure system, acceleration of current projects, and future expansion.

Current projects include completion of M-6 (Paul B. Henry) Freeway/I-196 Interchange, the 36<sup>th</sup> Street direct connect to the GRFIA, and improvements of the US-131 corridor and bridges on I-196.

Ed Swanson, Chairman, GRACC Transportation Information Forum and Wade Trim, spoke on the priorities topping their list, which include the I-96/I-196, Grand River to M-21, including interchange improvements, and the US-31 by-pass (Holland) to I-96.

Mr. Swanson also talked about other projects that are impacting development in the local community at this time. These include the Walker/I-96 Interchange, the 44<sup>th</sup> and US-131 Interchange, the Chicago Drive Interchange, the redesign and rehabilitation of US-131 Wealthy/Franklin Interchanges, and the US-131 extension to the Indiana border.

Mr. Swanson asked for questions; none were forthcoming.

V. **PUBLIC COMMENTS**

Chairman Wahby called for public comments from members of the audience.

Peter Varga, The Rapid

Mr. Varga gave brief comments on their partnerships with other transportation partners in the region, i.e. MDOT, Grand Region, and KCRC.

One of their most successful accomplishments (among many) was the development of a partnership with Grand Valley State University for services between Allendale and the Grand Rapids campus. Today, they transport approximately 3,000 students back and forth between the campuses.

Mr. Varga commented that The Rapid functions like a business. For example, they use productivity measures to determine route allocations. They won the Michigan 2004 Outstanding Transit System Award from the American Public Transportation Association for achievement in a number of areas including ridership growth, customer service, financial management, community relations, minority and women advancement, and policy and administration.

In January, 2005, they will add 15-minutes of service to five routes to improve productivity and ridership. Long term they will conduct a major corridor study (Alternatives Analysis) in their region.

Mr. Varga asked for questions; none were forthcoming.

Don Stypula, Grand Valley Metro Council

Mr. Stypula thanked the Commission and the Department for the work they do, their support, and their partnership. The GVMC was established in October, 1990. They are the metropolitan planning organization for the Grand Rapids Metro Area. They incorporate three basic functions: transportation planning, land use planning activities from a regional perspective, and regional geographic information systems. Mr. Stypula also thanked the Commission for its significant assistance with obtaining the ITS Study (Intelligent Transportation System).

Bill Cole, City of Grand Rapids

Mr. Cole thanked the local MDOT staff for their efforts in working with the City. He made special mention of, and expressed appreciation for several projects: US-131, M-45, US-131/I-196 bridges. Mr. Cole further expressed the City's agreement with MDOT's preservation philosophy.

Chairman Wahby asked if any member of the Commission had comments; none were forthcoming.

Chairman Wahby thanked Roger Safford and his staff, hosts of the reception.

**ADJOURNMENT**

There being no further business to come before the Commission, the Chairman declared the meeting adjourned at 10:54 a.m.

A special full meeting of the Michigan State Transportation Commission will be held in Lansing, Michigan, on December 9, 2004, commencing at the hour of 9:00 a.m.

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Frank E. Kelley  
Commission Advisor